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***Flying Operations***

**GENERAL FLIGHT RULES**

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(Maj Gregory A. Bingham)  
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(Col Donald L. Hargarten)  
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This supplement provides additional guidance to AFI 11-202, Vol 3, and applies to Pacific Air Forces assigned aircrew. When rules, restrictions, and provisions indicated in this supplement are less restrictive than applicable aircraft flight, training, and evaluation directives, the more restrictive directives apply. This supplement applies to the Air National Guard (ANG). This supplement does not apply to Air Force Reserve Command (AFRC), individual mobilization augmentees, and other individual reservists administered by HQ ARPC.

***SUMMARY OF REVISIONS***

The supplement changed significantly in both content and organization and must be reviewed in its entirety. The change incorporates new guidance for emerging technologies and numerous General Flight Rules revisions: paragraph **1.2.2.3. (Added)**, requires unit supplements to be coordinated with PACAF/DOTV; paragraph **2.1.1.4.**, provides guidance on Airfield Qualification and Familiarization Manuals (AQFM); paragraph 2.1.1, provides guidance on the use of ASRR; paragraph 2.2.3.3.1, provides guidance on remote island destinations; paragraph **2.5.4.**, provides guidance on the wear of wigs, hairpieces, etc.; paragraph **4.1.2. (Added)**, prohibits civilians from operating military aircraft/equipment; paragraph **4.3.4.2. (Added)**, provides guidance on off-station aircraft security requirements; paragraph **5.18.**, provides guidance on CNS/ATM procedures; paragraph 5.17.1, provides guidance on reduced, covert, and lights out operations; paragraph 6.4.6.1, provides guidance on EPOS/PBE requirements; paragraph **8.1.1.1.**, provides guidance on C-37/C-40 CAT II/III approaches; paragraph **8.3.1.1.4.**, provides information on STARS and TERPs; paragraph **8.7.1.1.4.1. (Added)**, provides guidance on FTIP and US Army TERPs; paragraph **8.7.2.2.1.5. (Added)**, provides guidance on minimum IFR climb gradients with one engine inoperative; paragraph **8.13.1.5.3. (Added)**, provides guidance on ILS PRM approaches; paragraph **9.4.**, provides guidance on alert procedures; paragraph **9.9.6.**, provides guidance on controlled cockpit rest; **Attachment 3 (Added)**, provides guidance on Jeppesen and non-DoD/NGA approaches; and **Attachment 4 (Added)**, provides guidance on Reduced Same Runway Separation. Address questions

concerning this instruction to HQ PACAF/DO TV, 25 E St, Suite I-232, Hickam AFB, HI 96853-5426. DSN 315-449-5955. A bar (|) indicates revision from the previous edition.

**AFI 11-202, Vol 3, 6 June 2003, is supplemented as follows:**

1.2.2.3. (Added) Subordinate Unit Supplements must be coordinated with HQ PACAF/DO TV prior to publication. Submit supplements for coordination to HQ PACAF/DO TV, 25E Street, Suite I-232, Hickam AFB, Hawaii 96853; e-mail <mailto:pacaf.dot@hickam.af.mil>. Include HQ PACAF/DO TV in specific distribution of subordinate unit supplements.

1.3.3.1.1. (Added) Forward waiver requests to HQ PACAF/DO TV, 25 E Street, Suite I-232, Hickam AFB, Hawaii 96853; e-mail <mailto:pacaf.dot@hickam.af.mil> 45 working days in advance of anticipated requirement to allow for all levels of coordination. All waivers will be filed at HQ PACAF/DO TV and at the base OG/OGV.

2.1.1.1.1. (Added) All crews whose aircraft use the Jeppesen navigational database are directed to consult the Jeppesen navdata alerts/NOTAMs web site before each flight (if practicable). The Defense Internet NOTAM service has a direct link to this site under "links." The Jeppesen web site address is <http://www.jeppesen.com> and navdata alerts can be found under "Aviation Resources."

2.1.1.4. Comply with AFI 11-2MDS-specific Vol 3 guidance for the use of Airfield Qualification and Familiarization Manuals (AQFM). In the absence of MDS specific guidance, PACAF aircrew will reference AQFMs for information only.

2.1.1.4.1. Comply with AFI 11-2MDS-specific Vol 3 and Airfield Suitability and Restrictions Report (ASRR) guidance for airfield certification requirements. Waiver authority for aircrew unable to meet airfield certification requirements is PACAF/DO TV.

2.1.1.13. (Added) Foreign Clearance Guide.

2.1.2.1. All PACAF aircrews will review the ASRR publication and PACAF airlift/tanker aircrews will comply with applicable restrictions. Until C-12/C-37/C-40 information is added to the ASRR, C-12/C-37/C-40 crews will comply with non-aircraft specific suitability codes P, Q, R, S, T, and 8 within the ASRR. C-12/C-37/C-40 aircrew will also adhere to any airfield/aircrew certification requirements as required within the ASRR. In those cases where non-aircraft specific suitability codes are not applied across all MDSs, the WG/CC will determine applicability to the C-12/C-37/C-40 aircraft.

2.1.2.1.1. (Added) Airfields not utilized by AMC are not listed in the ASRR. For PACAF operations at these unlisted airfields, the owning WG/CC is approval authority. Ensure runway/taxiway dimensions meet or exceed minimum requirements per MDS specific guidance. Where obstruction information is unknown, restrict operations to day VMC pending aircrew feedback that obstructions are not a factor.

2.1.2.1.2. (Added) PACAF units will limit operations on gravel runways to those necessary for operational, exercise, and essential training missions (as determined by the SQ/CC).

2.1.2.1.3. (Added) Ensure the weight bearing capacity (WBC) of the runway and taxiways will not be exceeded. Waivers up to 50 percent of the WBC may be approved by the airfield manager. In excess of 50 percent, HQ PACAF/DO is the waiver authority. HQ PACAF/DO waivers for WBC should be requested for emergency or contingency operations only.

2.1.2.2. Current ASRR information is maintained by AMC and is available on the Internet at <https://www.afd.scott.af.mil>. This information supersedes printed publication data and is updated every two weeks. Use the most current information available for planning purposes.

2.1.4.2.1. (Added) Aircrew conducting sorties into remote sites lacking communications service will use all available means to receive an updated weather brief prior to landing (e.g. request weather update for the next leg from ARTCC prior to landing at the remote site).

2.2.3.3.1. (Added) **Remote or Island Destinations.** When operational necessity dictates, flight plans may be filed for remote or island destinations without designating an alternate, with the following restriction: The flight is planned with enough fuel to meet the remote or island holding criteria established in AFI 11-2MDS-SpecificV3 series guidance. EXCEPTION: Fighter aircraft movements under Air Operations Squadron (AOS) control will comply with AOS requirements.

2.2.4. Aircraft require flight logs on all sorties except active air defense, rescue missions, GCI-controlled training missions, and local missions to areas with published (e.g. unit In-Flight Guide) minimum bingo/recovery fuels.

2.3. Aircrews will use FLIP Flight Information Handbook procedures when military weather services are not available.

2.3.1.2.1. (Added) Obtain weather information from US Military weather services, FAA-approved weather source, or any host nation civil or military weather source.

2.3.3. (Added) **Transoceanic Flights.** DD Form 175-1, or an equivalent FAA or host nation written weather briefing, should be obtained on all transoceanic flights.

2.4.2.1. (Added) C-130s are exempt from the requirement to maintain printed information guides.

2.5.1. Unless specifically approved for use as aircraft standard operating equipment, electronic equipment must be approved for use on PACAF aircraft IAW the restrictions in paras 2.5.1.2. – 2.5.1.7. A comprehensive list of electronic equipment approved for use is maintained on the PACAF/DOTV web site at <https://dotv.cidss.af.mil>. Submit requests for additions to this list to HQ PACAF/DOT. Portable GPS Units (PGUs) listed on the PACAF/DOTV web site are authorized for use IAW model specific restrictions and operational limitations provided in 5.8.3.3.1.

2.5.1.8. (Added) **Hand-held Cameras.** Hand-held cameras are authorized in the cockpit provided they can be stowed to prevent interference with aircraft flight controls and life support equipment or from posing a hazard during aircraft maneuvering or ejection. Unit OG/CC may publish specific guidance in the local operations supplement, but will not be less restrictive than the following: Single-seat pilots may carry and use hand-held cameras on OG/CC approved Active Air Defense Alert missions provided the aircraft remains in VMC and pilots do not use the camera below 2,000 AGL; multi-seat crews may use hand-held cameras provided the aircraft remains VMC and the individual using this equipment is not flying the aircraft. For dedicated photography missions only standard formations will be used.

2.5.2.1. (Added) The use of uncertified government furnished equipment (GFE) or personal electronic devices, with radio frequency (RF) transmit/receive capability, is prohibited on PACAF and PACAF gained aircraft carrying Class 1 explosive cargo at all times. Prohibited devices include, but are not limited to, cellular phones and laptop computers/PDAs with wireless capability (802.11b, 802.11g, Bluetooth, etc). Aircrew members charged with passenger handling duties (e.g., loadmasters, boom operators, in-flight passenger specialists, aeromedical evacuation crewmembers, etc.) will ensure all passengers comply with the restriction.

2.5.2.2. (Added) Aircrew members may use certified GFE such as PFPS laptops and PDAs with infrared transmitters.

2.5.4. Crewmembers will not wear wigs, hairpieces, rings, necklaces (except dog tags), scarves, ornaments, pins, clips, other hair fasteners, or earrings in the aircraft or on the flight line. (EXCEPTION: Crewmembers may wear plain elastic hair fasteners and/or barrettes. These fasteners must not interfere with the wearing of headsets or the donning of oxygen equipment and will be accounted for before and after flight.)

2.5.4.1. (Added) An aircrew member will ensure the flightline area used by passengers is clear of foreign objects after the passengers board/depart the aircraft. Passengers escorted to/from the aircraft by an aircrew member or flightline personnel satisfy this requirement.

3.1.2.3. HQ PACAF/DOT must approve all flight plan forms not included in FLIP GP Chapter 4 or required by host nations. Send these forms to HQ PACAF/DOY/DOT for approval. Deployed units may use local (stereo) flight plans provided the local ATC agency agrees to its use and the deployed unit receives all information required to comply with local procedures.

3.1.2.4. Form 227, DoD International Flight Plan Continuation Sheet, may be used to facilitate stopover flight plans on DD Form 1801, once written agreements with appropriate authorities have been established. If the form is intended as a dual-purpose flight authorization and flight plan, it must meet the requirements of this AFI, AFI 11-401, and supplements.

3.2.1. Submit requests for local passenger manifest forms to PACAF/DOT for approval.

4.1.2. (Added) Civilian visitors will not operate military equipment prohibited by the DoD-wide moratorium dated 22 February 2001. This moratorium includes military vessels, aircraft, vehicles, and crew-served weapons. Civilian visitors will not fly or otherwise manipulate aircraft controls or the controls of on-board systems such as air refueling booms. Civilian visitors will not operate military-unique Air Force vehicles. This moratorium does not apply to civilian and contractor employees of the U.S. Government who must operate equipment as part of their duties.

4.3.1. Fixed Wing: PACAF aircrew (other than C-coded aircraft) will comply with this paragraph when filing to or landing fixed wing aircraft at civil aerodromes in PACAF. Helicopter: PACAF assigned helicopters may land at civil aerodromes unless otherwise restricted by local directives or airport managers.

4.3.1.1. E-3 aircraft are considered C-designated aircraft for the purpose of this paragraph.

4.3.4. The following off-station training policy applies to all PACAF aircraft accomplishing training sorties outside the local training area. The unit OG/CC will establish the boundaries of the local flying area and which sorties are deemed training sorties (e.g. cross-country, depot delivery/pickup, etc.).

4.3.4.1. (Added) **Command and Control.** Approval authority for cross county/off-station trainers (OSTs) is IAW AFI 11-2MDS-Specific Vol 3s. If no MDS-Specific Vol 3 guidance exists, the approval authority is the OG/CC. Consider risks associated with sorties operating into/out of civilian fields. Crews will comply with the WG/CC or OG/CC approved itinerary, as applicable. Deviations (other than for an emergency or weather divers) require approval by the Top-3 prior to launch. The Top-3 will inform the OG/CC of the deviation. For units who do not utilize the Top-3 system, approval authority for deviations is the SQ/DO or higher. (Fighter Only) Cross-country sorties must land before official sunset (end of civil twilight in Alaska and at home station). OG/CC may waive the day landing requirement.

4.3.4.2. (Added) **Aircraft Security.** Crews will pre-coordinate aircraft security arrangements with local security forces prior to departure to ensure they meet the requirements in AFI 31-101, as supplemented, and AFJI 31-201. A crewmember will remain with the aircraft regardless of crew duty day until proper security is in place. Aircraft commanders are ultimately responsible for security of their aircraft when

away from home station. Planners/Aircraft Commanders should contact local security forces as early as possible to determine aircraft security and force protection requirements during missions that require stops at U.S. or foreign military installations/civil airfields. Aircrew will never leave the aircraft unattended when security is inadequate.

4.3.4.2.1. (Added) As a minimum, if classified information or components are aboard the aircraft, accomplish the following: place all removable classified material (e.g. paper documents, COMSEC material, floppy disks, videotapes) in a storage container secured with a GSA approved lock (Federal Specification FF-P-110 series). The storage container may be a GSA approved safe or a seamless metal (or similar construction) box or one with welded seams and a lockable, hinged top, secured to the aircraft. Hinges must be either internally mounted or welded. If no other means of securing classified is available, containers installed for storage of weapons may also be used to store classified material even if weapons/ammunition are present, provided the criteria listed above for the box is met. If a suitable aircraft manufacturer installed door locking mechanism is not installed, secure the aircraft crew entry door with a GSA-approved changeable combination padlock (Federal Specification FF-P-110 series). If the aircraft is not equipped with a storage container, place the removable classified in an approved security container in an authorized U.S. facility. If no U.S. facility is available, maintain continuous control of the classified documents. If classified components are attached to the aircraft, secure all hatches from the inside and place a GSA-approved lock and a tamper-proof seal on the aircrew entry door. If classified components are attached to the aircraft and cannot be secured with a GSA-approved lock, U.S. cleared personnel must provide continuous surveillance. If U.S. cleared personnel must provide continuous surveillance of the aircraft, removable classified information may remain on board the aircraft. Contact home station to coordinate any additional security measures.

4.3.4.2.1.1. (Added) **At DoD Installations** : Request transient alert personnel park aircraft in a permanent restricted area. If this is not possible, request establishment of a temporary restricted area (i.e., ropes, stanchions, and signs). Request installation command post and security forces supervisor establish an entry authority listing (EAL) for the aircraft. Crew orders may be used to identify crew members. Crewmembers may authorize entry. Instruct transient alert/crew chief/security forces that no one is allowed near the aircraft without crew authorization.

4.3.4.2.1.2. (Added) **Other than DoD Installations**: Request transient alert park aircraft in an isolated area of the airfield. Coordinate with host nation security forces to cordon off the aircraft. Instruct transient alert/crew chief/airport authorities that no one is allowed near the aircraft without crew authorization.

4.3.4.3. (Added) **Fighter Aircrew Maintenance Training**. At a minimum, units will develop procedures with local QA to provide the following: Aircrew off-station servicing and maintenance training sufficient for aircrews to properly supervise all normal post/pre-flight maintenance servicing (a trained flight member will ensure servicing is accomplished IAW appropriate T.O.s.) and off-station reference material containing guidance on servicing checklists, refueling procedures, and forms documentation (material is intended for use by qualified service technicians in the event the location does not have applicable T.O.s). Training should ensure that fighter aircrew can act as servicing supervisor.

4.3.4.4. (Added) **Published Local Guidance**. (Fighter/Attack/Helicopter) Units will publish specific cross-country guidance IAW **Attachment 2 (Added)** unless already published in AFI 11-2MDS-SpecificV3 instructions.

4.7. (Added) **International Aerodromes of Entry/Departure**. Commanders will ensure proper military/diplomatic coordination and approval has been obtained for international flights. Mission planners,

schedulers, and aircraft commanders (flight leads for formations) will review Foreign Clearance Guide (FCG) requirements during scheduling, preflight planning, and mission planning.

5.1.7. (Added) **Senior leaders/observers unqualified in the aircraft being flown.** Aircrew flying missions with senior leaders/observers who are not qualified in the aircraft will ensure the senior leader/observer is briefed on appropriate aspects of the mission. The mission brief should include the following as a minimum: aircraft routing/flight profile, type training to be conducted, emergency egress, takeoff/landing weather minimums (if senior leader flying), and individual actions/responsibilities during a ground or in-flight emergency.

5.1.7.1. (Added) Senior leaders/observers seated in the cockpit. In an aircraft emergency, if necessary to facilitate aircrew checklist actions/responses and enhance crew coordination, the aircrew may have the senior leader/observer move to another seat outside of the cockpit (if applicable).

5.1.7.2. (Added) Senior leader flying. If a senior leader is occupying a pilot position when an aircraft emergency is experienced, a fully qualified pilot will replace the senior leader (time/circumstances permitting).

5.1.7.3. (Added) Takeoff and landing weather minimums. Senior leaders who are not qualified in the aircraft will not be permitted to takeoff or land the aircraft unless weather is better than 300 feet ceiling and 1 statute mile visibility or pilot-in-command's MDS-specific weather category (whichever is higher).

5.3.4. (Added) **Flight in the vicinity of TCAS-equipped commercial and military aircraft.** PICs should attempt to avoid climbs or descents towards a TCAS-equipped aircraft. Maintaining a minimum of 3 nm lateral and/or 1,000' vertical separation (with no vertical closure towards the other aircraft) should prevent TCAS RAs under most conditions.

5.4.2.1.1.1. (Added) **Transponder Operations During Non-Standard Trail Formation Flight.** Aircraft will fly no lower than the preceding aircraft during a descent and no higher than the preceding aircraft during a climb unless established in an ATC assigned altitude block. Local procedures must be published in letters of agreement with local ATC and in local operations supplements.

5.8. **Note:** PACAF aircrew will not conduct CNS/ATM procedures in which they have not received documented training. CNS/ATM procedures must be explicitly authorized in either AFI 11-2MDS-Specific guidance or by HQ PACAF/DO/DOT message.

5.8.1.1. **RNAV Departures and Approaches.** Follow AFI 11-2MDS-Specific, aircraft T.O., aircraft certification guidance, and/or PACAF/DO guidance (normally released through an FCIF), for RNAV operations under IFR. If none is provided, RNAV is not authorized.

5.8.1.2. (Added) Aircrews are authorized to fly pure GPS, RNAV, and RNAV (GPS) departures, arrivals, and approaches if the aircraft is certified and the aircrew is properly trained. RNAV and RNAV (GPS) approaches will only be flown to LNAV minima. Prior to accomplishing GPS or RNAV departures and approaches in the aircraft, pilots must receive flight or simulator training on GPS/RNAV instrument procedures. Both pilots must be trained in order to accomplish GPS/RNAV departures and/or approaches on other than designated training missions.

5.8.2. Follow AFI 11-2MDS specific guidance for self-contained approaches.

5.8.3.2. Follow AFI 11-2MDS specific guidance or PACAF/DO guidance on the use of GPS for IFR navigation. If none is provided, GPS for IFR navigation is not authorized.



5.8.3.3.4. Use lead command approved software for PGU/laptop combinations with moving map displays.

5.8.3.3.7. OG/CCs will develop a training program and forward to PACAF/DOT for approval. OG/CC will ensure aircrews are properly trained and the training is documented on a letter of qualifications prior to using any PGU.

5.8.3.4. Follow AFI 11-2MDS specific guidance or PACAF/DO guidance on the use GPS “Overlay” approaches. If none is provided, GPS “Overlay” approaches are not authorized.

5.8.3.5. Follow AFI 11-2MDS specific guidance or PACAF/DO guidance on the use GPS as Primary Means of Navigation in Remote/Oceanic Areas. If none is provided, GPS as Primary Means of Navigation in Remote/Oceanic Areas is not authorized.

5.8.5.1. Follow AFI 11-2MDS specific guidance or PACAF/DO guidance on the use VNAV systems. If none is provided, use of VNAV systems is not authorized.

5.8.5.2. Follow AFI 11-2MDS specific guidance or PACAF/DO guidance on the use Baro-VNAV systems. If none is provided, use of Baro-VNAV systems is not authorized.

5.9.1.5. PACAF and PACAF gained aircraft are authorized to conduct RSRS operations. RSRS criteria and restrictions are located in [Attachment 4 \(Added\)](#) of this supplement.

5.9.3.5. (Added) To prevent confusion in the VFR traffic pattern, pilots will include the source of their position estimate in their radio calls. For example, when reporting at an airfield where the Navaid is at the departure end of a 12,000 foot runway, a pilot may report his position as “4 Miles, Gear Down” or “6 DME, Gear Down”. When instructed to report a specific position (i.e. report 5 NM), pilots will accomplish the appropriate adjustment to DME readings to report miles from the runway threshold.

5.9.5.3. (Added) The unit commander must designate specific helicopter landing areas authorized for night operations. The designated area must be sufficiently illuminated (N/A for NVG Operations), clearly discernible, and identifiable to the aircrew.

5.13.3. Vision restricting devices are not authorized for PACAF operations.

5.14.1.1.5. (Added) Simulated emergency flight procedures are prohibited when carrying dangerous material, live heavyweight air-to-ground ordnance, or “hung” ordnance as defined by AFI 11-2MDS-SpecificV3 series instructions (N/A for helos carrying blank 7.62 mm ammunition or alert pyro).

5.14.1.1.6. (Added) Simulated engine failure after low approach/initial takeoff will not be initiated until above 200’ AGL and above engine-out minimum controllable airspeed or IAW AFI 11-2MDS-SpecificV3 restrictions, whichever is greater.

5.14.1.1.7. (Added) Helicopters will accomplish helicopter tests and practice autorotation flights within a safe distance of a hard surface runway, taxiway, or grass area (e.g. infield) as defined by the unit locally. Grass landing areas must be surveyed for helicopter use and the WG/CC must approve its use. Local flying directives must list all designated areas and procedures for helicopter test and practice autorotations.

5.14.1.2. At locations exceeding 60 degrees latitude, PACAF and PACAF gained aircrews are authorized to conduct simulated In-Flight Emergency (IFE) training during the period of civil twilight.

5.14.2.1.1. (Added) **In-Flight Emergency (IFE) Supervision.** Supervision requirements for IFE training are IAW AFI 11-2MDS-SpecificV3 instructions.

5.14.2.2.1. (Added) Engine shutdowns are authorized only when required to complete an FCF mission. Ensure a suitable military airfield is available in the immediate area in the event the engine will not restart.

5.15.2. PACAF aircraft may perform touch-and-go landings IAW AFI 11-2MDS-SpecificV3 guidance if a valid training requirement exists.

5.15.3.1. (Added) **Touch-and-Go Landings Supervision Requirements.** One set of operable controls must be manned by an instructor pilot or touch-and-go qualified aircraft commander.

5.15.3.2. (Added) **Restrictions.** In addition to AFI 11-2MDSV3 restrictions, aircrews are prohibited from practicing touch-and-go landings in the following three circumstances: In aircraft that have only one set of operable controls; during simulated multiple engine-out patterns, and; in fighter aircraft when the weather is below circling minimums for the landing runway (1500 feet/3 SM if circling mins aren't specified).

5.15.3.2.1. (Added) Fighter aircraft that require touch and go landings by MDS FCF –6 checklists are authorized to accomplish touch and go landings IAW –6 checklist procedures and weather requirements.

5.16.2. **Dropping Parachutists or Objects.** Follow AFI 11-2MDS specific guidance for airdrop procedures.

5.17.1.1. (Added) PACAF and PACAF gained aircrews operating in the U.S. National Airspace System (NAS) are authorized to conduct reduced, covert, and lights-out operations in Restricted and Warning areas IAW restrictions/procedures in AFI 11-214, as supplemented. Operations that fall outside of this guidance may also be authorized under the following FAR Exemptions: FAA Exemption 7960 (applies to Lights-out operations in MOAs); FAA Exemption 7687 (applies to Lights-out operations in ATCAAs); FAA Exemption 5891B, Regulatory Docket No. FAA-2001-9618, Low Level Helicopter Lights Out Operations; FAA Exemption 5305D, Regulatory Docket No. FAA-2000-8419, Counternarcotics Training, and; FAA Exemption 5100E, Regulatory Docket No. FAA-2001-10857, Counternarcotics Operations. NAF/AOG's will coordinate reduced/covert lighting procedures with local ATC organizations and publish them in appropriate Letters of Agreement/MOUs or NAF/CC policy (forward a copy to HQ PACAF/DOT). NAF's with contingency taskings for counternarcotics and drug interdiction will coordinate with HQ PACAF/DOT.

5.17.1.2. (Added) For operations in foreign airspace, PACAF and PACAF gained aircrews are authorized to conduct reduced, covert, and lights-out operations in host nation approved areas. Approved areas must be documented in an LOA between the NAF and the host nation or in host nation regulatory documentation. As a minimum, LOAs with the host nation should address the following: the controlling agency coordinates with host nation ATC to ensure the airspace is closed to non-participating aircraft; each mission is monitored by military GCI or AWACS; the airspace is scheduled by the requesting unit through the host nation controlling agency, and; an agreement has been established between the NAF and host nation authorities (forward copy of agreement to HQ PACAF/DOT).

5.17.1.3. (Added) **Helicopter NVG Training.** Helicopters pilots are authorized to conduct NVG training flights with position lights turned off within conditions and limitations published in FAR Exemption 5891B, Regulatory Docket No. FAA-2001-9618, Low Level Helicopter Lights Out Operations.

5.17.1.3.1. (Added) **Helicopter Airborne Training Limitations.** Limited to NVG training flights. Each pilot authorized to conduct training flights IAW **5.17.1.3. (Added)** must be thoroughly familiar with the following provisions: Flights may not be conducted above 500 feet AGL and must be contained within a prescribed and publicized area that is simply defined (e.g. the radius area of a point or location), is estab-



lished in an area of low traffic density, is not within 5 NM of any public use airport, does not affect any Class D airspace, and has been coordinated with the appropriate FAA regional Air Traffic Division and Flight Standards Division offices, or host nation equivalents. Units must advertise each approved training area to operators at all airports within 50 NM of the area for 60 days preceding its initial use.

5.17.1.3.2. (Added) **Safety Observers.** Airborne training operations may be conducted in flights of two or more aircraft with a dedicated observer on duty aboard each helicopter. Flights shall be conducted in such a manner as to enable a designated observer to survey outside the aircraft for non-participating aircraft, or shall be escorted by a properly lighted aircraft serving as an observation platform dedicated to surveillance for non-participating aircraft. If the designated safety observer is required to accomplish tasks inside the aircraft another observer must be clearing for the flight. Observers will make timely traffic notifications to the training flight, commensurate with the position and speed of the non-participating traffic. When non-participating traffic is observed, the flight will alter course as appropriate to remain well clear until it is no longer a factor. Pilots will turn on position lights if safety considerations dictate.

5.17.2.1. (Added) During formation operations, PACAF aircraft will keep their anti-collision beacon/strobe lights on when not established within standard formation (1 NM horizontally and 100 feet vertically). Once established in standard formation, flight leads will ensure at least one aircraft continues to display anti-collision beacons/strobe lights unless safety dictates otherwise (e.g. IMC or NVG operations) or conducting reduced/covert/blacked out operations IAW this AFI, AFI 11-214/PACAF Sup, and AFI 11-MDS-SpecificV3 guidance.

5.18. Air combat and air combat tactics may be conducted in temporary special-use airspace provided these operations are approved by local ATC agencies.

5.18.1. (Added) Overseas units must publish host nation airspace procedures in local operations publications.

5.18.2. (Added) Non-maneuvering dry deliveries (including training PACS) are permitted outside of special-use airspace, ATCAAs, and MOAs at or above 10,000' MSL.

5.21.3. (Added) **Landing with Hung Ordnance.** Unit/installation commanders will implement procedures that ensure appropriate base support agencies are aware of the ordnance load (types and numbers) on all aircraft landing with "hung" ordnance. Appropriate base support agencies include, but are not limited to, command post, fire department, explosive ordnance disposal, disaster preparedness unit, and the nearest rescue detachment.

5.22.2. Aircrew will file AIREPs to the nearest weather/flight service station if they encounter unforecast, potentially hazardous, weather conditions (thunderstorms, moderate or severe turbulence, icing, etc.).

5.26. NVG operations will be conducted IAW this AFI, AFI 11-214/PACAF Sup, and AFI 11-2MDS-Specific guidance.

5.28. The initial approach at an unfamiliar base should be the most precise approach available (e.g. ILS, PAR).

5.30.1. Aircrews will comply with applicable AFI 11-2MDS-Specific V3 and/or T.O. guidance.

5.31. (Added) **Wind/Sea State Guidance.** Wings/DRUs operating aircraft with ejection seats will publish wind limits, sea state limits, and associated restrictions in local flying guidance. Units must base restrictions on egress system limitations, rescue limitations, and actual environmental conditions. Use forecast conditions only if actual conditions are not known. Environmental conditions to consider should

include the following: steady state surface winds in the local training/operating area and combined effects of wave heights, wave frequency, and wind velocities.

**6.2. Prescribed Use of Life Support Equipment.** Aircrew will comply with minimum life support equipment requirements listed in AFI 11-301V1 PACAFSUP1.

6.2.2.1. (Added) Pilots will ensure all passengers use seat/safety belts when flying through areas of forecast, anticipated, or actual turbulence. Helicopter passengers must always wear a restraining device.

6.2.5. See AFI 11-301V1 PACAFSUP1 for minimum clothing and equipment requirements.

6.4.6.1.1. (Added) Due to a shortage of MA-1 portable oxygen bottles, the Emergency Passenger Oxygen System (EPOS) or Personnel Breathing Equipment (PBE) [formerly referred to as Emergency Escape Breathing Device (EEBD)] may be used to satisfy the oxygen requirements listed in Table 6.1 for emergency decompressions and/or smoke and fume emergencies for cabin/cargo area crewmembers.

6.4.6.1.2. (Added) The EPOS or PBE as an emergency oxygen source is approved for preplanned flights at FL350 or below. The EPOS or PBE will NOT be used as an emergency oxygen source for preplanned flights above FL350. Above FL350, the time it takes to don these oxygen systems exceeds the projected time of useful consciousness. For preplanned flights above FL350, all primary cabin/cargo area crewmembers will have a portable walk around bottle or an O2 flight regulator at their flight position.

6.4.6.1.3. (Added) In PACAF, EPOS/PBE will only be used if no MA-1 walkaround bottles are available. In addition, if no MA-1 walkaround bottles are available and overwater flight duration exceeds four (4) hours, two (2) EPOS/PBE per crewmember should be made available.

6.4.6.1.4. (Added) PACAF/DO is waiver authority for this operational procedure requirement. Waiver requests will be forwarded through PACAF/DOT.

**7.3.4. (Added) VFR Cloud Clearance and Visibility Minimums.** Aircrew operating under VFR may penetrate weather in Restricted or Warning airspace during air-to-ground and air-to-air training activities provided the following four items are complied with: The transition is accomplished during non-tactical operations for the sole purpose of finding workable clear airspace; the controlling agency with jurisdiction over the Restricted or Warning area concurs or there is a LOA; all aircraft penetrating weather maintain radio communications at all times between other participating aircraft, and; these operations are conducted in a manner that provides safe separation between all aircraft (close formation or trail with minimum spacing of 1 nm).

8.1.1.1. Cat II and/or CAT III approaches will only be flown by PACAF C-37/C-40 aircraft if the appropriate crewmembers have been properly trained/qualified and in accordance with applicable AFI 11-2MDS-Specific V1 and V2 guidance.

8.1.2.2. PACAF aircrews are authorized to practice instrument approaches under VFR.

8.1.3. (Added) Fighters: When landing on all (re)deployment sorties, cross-country sorties, or during a divert situation, the most precise instrument approach available will be flown at night or anytime the overhead pattern is closed.

8.1.4. (Added) Non-fighter (including helicopters): When flying into a location for the first time (pilot performing the approach), the most precise instrument approach available will be flown at night or anytime weather is below VFR minima.

8.3.1.1.4. EXCEPTION: Standard Terminal Arrival Routes (STARs) are preferred routings designed to transition from the en-route to the terminal structure. As such, STARs are not considered terminal instrument procedures (TERPS) and do not undergo a TERPS review by Air Force TERPS qualified personnel. If a non-DoD/Jeppesen STAR is filed, aircrews shall thoroughly review the routing for terrain/obstacle clearance during pre-mission planning. If aircrews are assigned a non-DoD/Jeppesen STAR, it is their responsibility to ensure terrain/obstacle clearance with the best scale map available.

8.3.1.1.4.1. Submit approval requests NLT 9 working days prior to the mission start date when requesting approach and departure reviews, 7 days for approach only or departure only reviews. Short-notice requests (< 7 working days) require proper justification and unit OG/CC involvement IAW procedures in [Attachment 3 \(Added\)](#).

8.3.1.1.4.2. PACAF aircrew will review the approach plate legend of non-DoD/NGA or NACO procedures for which the approach will be flown. A tabletop approach plate review will be conducted during mission planning for the mission and again on the day the procedure will be flown with the entire front-end crew, if applicable. A link to approach plate legends will be updated periodically and can be found on the PACAF/DOTV website.

8.3.1.1.4.3. (Added) HQ PACAF will continue to impose restrictions on host nation or Jeppesen approaches as deemed necessary through the TERPS review process IAW [Attachment 3 \(Added\)](#).

8.3.1.2.2. Request approval through OG/CC to HQ PACAF/DOT.

8.3.2. Due to short notice missions and time constraints there may be situations where you do not have an approved published approach. In this case, PACAF aircrew are allowed to file and fly that approach. However, the weather must be forecasted to be good enough to maintain day VMC from the IAF to the MAP.

8.3.3.1.1.1. (Added) PACAF aircrews are authorized to file to a destination with forecast weather below minimums IAW AFI 11-2MDS-SpecificV3 guidance.

8.3.3.1.2.1. (Added) **Fighters.** Forecast weather must meet both the ceiling and visibility requirements for the approach to be flown.

8.4.3.1. When operational necessity dictates, PACAF aircrews are authorized to hold in lieu of an alternate for remote or island destinations. In this case, comply with AFI 11-2MDS-SpecificV3 requirements.

8.6.2. For takeoffs when the weather is below published landing minimums, comply with the requirements in 8.6.1 and any additional requirements in AFI 11-2MDS-SpecificV3 guidance.

8.6.2.1. (Added) Aircraft commanders on actual contingency general war deployments are exempt from takeoff minimums. Fighter minimums will be no lower than approach minimums as described in this AFI and supplement. NAF DO's/AOG CC's may establish lower weather minimums and alternate airfield requirements for active air defense missions. Lower weather requirements must be published in the local operations supplement.

8.7.1.1.4.1. (Added) Aircrews must use caution when planning IFR departures from airfields covered by Foreign Terminal Instrument Procedures (FTIP) that are reviewed by US Army TERPS personnel. FTIP is defined in AFI 11-230 para 7.1 as "an instrument approach or departure procedure outside U.S. jurisdiction." US Army TERPS personnel may not have accomplished a diverse departure assessment at locations in PACAF. Research has found that if a location has a published DoD FTIP reviewed by US Army TERPS personnel and there is no "Trouble T" and no graphical departure procedure, aircrew MUST assume that

a diverse departure was not assessed and thus a diverse departure is NOT authorized. The key in determining which fields are affected is to look at the top of the approach plate. An FTIP approach plate which has “(JACB, JASDF, ROKAF, JMSDF, RAAF, or similar host nation symbology” and “(USA)” indicates US Army TERPs personnel reviewed the host nation approach and published it according to their regulations.

8.7.1.1.4.2. (Added) Prior to flying IFR approaches into airfields for which the US Army has TERPS responsibility, PACAF aircrews will ensure that an approved IFR departure method exists unless a VFR departure is warranted for mission accomplishment.

8.7.1.3.2.1. (Added) Submit approval requests NLT 9 working days prior to the mission start date when requesting approach and departure reviews, 7 days for approach only or departure only reviews. Short-notice requests (< 7 working days) require proper justification and unit OG/CC involvement IAW procedures in [Attachment 3 \(Added\)](#).

8.7.2.2.1.5. (Added) In most cases, aircraft should be able to meet the minimum published obstacle climb gradient, or 200 ft/nm (3.3%), with OEI. However, unless specifically prohibited by AFI 11-2MDS-SpecificV3 guidance, it is permissible for aircrews to subtract the 48 ft/nm buffer provided by TERPS on the departure procedure. In no case will an aircrew depart IFR with less than the published minimum obstacle climb gradient minus 48 ft/nm or 152 ft/nm, whichever is greater. In addition, aircrews must use extreme caution when departing with less than the published minimum obstacle climb gradient (or 200 ft/nm if nothing is published). If high temperatures, high takeoff weights, critical field lengths approaching actual runway lengths, and unknown obstacles combine with meteorological conditions to preclude guaranteed avoidance of obstacles along the departure route, PICs must strongly consider delaying the mission until meteorological conditions improve or reducing takeoff weight to improve climb performance.

8.7.2.2.2.1. PACAF aircrews are authorized to utilize SDPs if they have been specifically trained in their use and they are flown IAW AFI 11-2MDS-Specific and T.O. guidance.

8.8.1.1. RNAV approved aircraft may operate at the MOCA regardless of navigation facility reception, provided aircraft navigation system tolerances are maintained within RNAV limits (2.5 NM cross track error, 1.5 NM along track error) and ATC communications are maintained. If crews are unable to verify navigation systems performance, they will fly no lower than the MEA.

8.8.2.1.4.1.1. (Added) All Pacific ATC agencies meet FAA or ICAO standards. ATC should not assign an altitude that does not provide obstacle clearance; however, pilots are ultimately responsible for terrain clearance. If at any time there is doubt as to whether adequate obstacle clearance is provided or controller instructions are unclear, query the controller.

8.8.2.2. RNAV approved aircraft may operate at the ORTCA or OROCA regardless of navigation facility reception, provided aircraft navigation systems tolerances are maintained within RNAV limits (2.5 NM cross track error, 1.5 NM along track error) and ATC communications are maintained. If crews are unable to verify navigation systems performance, they will fly no lower than an altitude that provides suitable navigation facility reception.

8.13.1. Minimums are the published minimums for the approach being flown as defined by paragraphs 8.13.1.1 and 8.13.1.2. or pilot weather category minimums, whichever is higher (see [8.13.7. \(Added\)](#) (PACAF) and [Table 8.1.\(Added\)](#).(PACAF) for Fighter/Attack/FAC).

8.13.1.5.3. (Added) PACAF and PACAF gained aircrews are authorized to conduct ILS PRM approaches provided the aircraft has two (2) operational VHF radios and the aircrew has completed the following training requirements.

8.13.1.5.3.1. (Added) Review or receive a briefing on PRM requirements IAW the Airman's Information Manual, Part 5-4-15. (**Note:** The FAA is in the process of updating this section and the most current information can be viewed at <http://www2.faa.gov/avr/afs/prmtraining/prmain041802.rtf>)

8.13.1.5.3.2. (Added) Review the aircrew training video "ILS PRM Approach Information for Air Carrier Pilots." The video may be found at the following web sites:

FAA: <http://www.faa.gov/avr/afs/prmtraining>

PACAF/DOTV: <https://www.ops.hickam.af.mil/dotv/homepage.taf?show=dotv> (follow the link under PACAF sites to the ILS PRM training video)

8.13.1.5.3.3. (Added) ILS PRM training is a one time event and may be incorporated into local IRC training programs or unit training days. Training and certification will be documented on the AF Form 1381 or appropriate/authorized training record (e.g., Letter of Xs) as "PRM Approach Training." Any instructor pilot or squadron supervisor may serve as the certifying official.

8.13.1.5.3.4. (Added) When conducting ILS PRM approaches, the following operational procedures will be used:

8.13.1.5.3.4.1. (Added) Two (2) operational VHF radios are required.

8.13.1.5.3.4.2. (Added) The approach must be briefed as an ILS PRM approach.

8.13.1.5.3.4.3. (Added) If unable to accept an ILS PRM approach, notify ATC at least 200 NM from the airport. (Note: Expect extensive delays)

8.13.1.5.3.4.4. (Added) All breakouts from the approach shall be hand flown. Autopilots shall be disengaged when a breakout is directed.

8.13.1.5.3.4.5. (Added) Should a TCAS Resolution Advisory (RA) be received, the pilot shall immediately respond to the RA. If following an RA requires deviating from an ATC clearance, the pilot shall advise ATC as soon as practical. While following an RA, comply with the turn portion of the ATC breakout instruction unless the pilot determines safety to be a factor.

8.13.1.5.4. (Added) Non-PRM capable crews must contact FAA at 1-800-333-4286 prior to departure to obtain a pre-coordinated arrival time. Failure to pre-coordinate may result in a diversion to a non-PRM airport.

8.13.2.2. Aircrews are permitted to continue the approach unless restricted by AFI 11-2MDS-SpecificV3 guidance.

8.13.3.2. Set radar altimeters for instrument approaches IAW AFI 11-2MDS-SpecificV3 guidance or aircraft flight manuals.

8.13.6. (Added) MLS Approaches. C-37 aircraft are not authorized to conduct "computed" MLS approaches.

8.13.7. (Added) **Fighter/Attack/FAC Pilot Weather Categories.** Pilot weather categories are listed in **Table 8.1.(Added).** below. **Table 8.1.(Added).** criteria represents the pilot's minimum required experience level before a commander may assign the pilot to the category. Squadron commanders will assign

each of their pilots a weather category from **Table 8.1.(Added)**, based on the pilot's experience level and observed performance. HQ PACAF/DO is the waiver authority for individuals assigned to PACAF's Direct Reporting Units. NAF/CCs may, on a case-by-case basis, waive minimum experience levels for individuals within their command.

8.13.7.1. (Added) **Weather Category Procedures.** Weather category decision height is based on touchdown zone elevation for straight-in approaches and field elevation for circling approaches. Use field elevation if the touchdown zone elevation is unavailable.

**Table 8.1.(Added). Fighter/Attack/FAC Pilot Weather Categories.**

CAT	WEATHER	CRITERIA
A	Published minimums for the approach to be flown.	150 hours FP time in similar series A/C and 1000 hours total time.
B	Published minimums for the approach to be flown, or 300 foot ceiling and 1 mile visibility, Whichever is higher.	100 hours FP time in similar series A/C and 750 hours total time, or be a Flight Lead.
C	Published minimums for the approach to be flown, or 500 foot ceiling and 1 ½ miles visibility, Whichever is higher.	50 hours FP time in similar series A/C and 500 hours total time or be MR/MS.
D	Published minimums for the approach to be flown, or 700 foot ceiling and 2 miles visibility, Whichever is higher.	Successfully completed a formal instrument evaluation in similar series aircraft.
E	Published minimums for the approach to be flown, or 1500 foot ceiling and 3 miles visibility, Whichever is higher.	Initial qualification/requalification pilots that have not completed a formal instrument evaluation in similar series aircraft.

**NOTES:**

1. Total time includes student pilot time.
2. The IP's weather category may be used if the IP has immediate access to the controls. If an IP occupies the rear cockpit, the minimum weather category is the lower of the front-seat pilot's weather category or weather category B.
3. For formation approaches, use the weather category minimums for the pilot with the most restrictive weather category.
4. Qualified pilots may be placed on alert regardless of their weather category. If the existing or forecast weather is below a pilot's weather category, the pilot will be placed on mandatory alert status.
5. Pilots leveling-off at pilot weather category minimums that are above the minimums for the approach being flown will fly to MAP prior to initiating the missed approach.



6. If non-current in precision approach IAW AFI 11-2MDS-SpecificV1, increase the pilot weather minimum by one category. To regain currency, fly a precision approach under simulated instrument conditions IAW paragraph 5.13 or in weather at or above the raised weather category. Supervision requirements are IAW AFI 11-2MDS SpecificV3 guidance.

8.14.1.2. For Category IIIA weather conditions (below RVR 1200 to RVR 700): Three transmissometers are required to determine if visibility is suitable for the instrument approach procedure unless it can be shown that two transmissometers (touchdown and rollout) can meet the operational needs for a particular airport. Where three transmissometers are installed, touchdown and mid are controlling and rollout provides advisory visibility information to pilots. If a runway requires only two transmissometers, touchdown and rollout are controlling.

8.15. PACAF aircrews are authorized to conduct IFR "VFR on Top" operations if required to accomplish the mission and such operations are not restricted by AFI 11-2MDS-SpecificV3 guidance.

8.17. Comply with AFI 11-2MDS-SpecificV3 and FLIP guidance for RVSM operations.

8.18. Comply with AFI 11-2MDS-SpecificV3 guidance for RNP RNAV operations.

9.4. PACAF and PACAF gained units will follow alert procedures in AFI 11-2MDS-SpecificV3s.

9.4.1. (Added) PACAF and PACAF gained units with air defense or air intercept (or air intercept support) missions use the following guidance:

9.4.1.1. (Added) NAF/NGB/Direct Reporting Unit (DRU)/154 OG/CC Directors of Operations will develop procedures for alert crews on immediate alert (defined as airborne response time up to 1 hour). These procedures will comply with the intent of the basic regulation to establish alert periods, compensatory time off, maximum sorties, removal from alert, and practice scrambles. In addition, develop procedures for alert operations other than immediate alert. That is, personnel in a "recall to alert" status at a location other than an air defense facility or operational location. For example, develop procedures for E-3 personnel in a recall status from an off-base location.

9.4.1.2. (Added) Alert Crew Rest. Aircrews on immediate alert will not begin scheduled alert duty until completing 12 hours of crew rest. If mission needs dictate, air defense commanders (ANR/DO or HIRAOC Air Defense Commander) may allow crews to begin alert duty without the required 12 hour crew rest provided the unit is placed on Mandatory Scramble Order (MSO) status until aircrews have completed an uninterrupted 8-hour crew rest period.

9.4.1.3. (Added) Alert Duty Period. Flight duty period includes both military duty and civilian work. It begins when the individual reports for his or her first duty period (military or civilian) and ends at engine shutdown at the end of the mission or series of missions. In addition, time spent in the completion of post flight duties will not count as crew rest toward the next flight duty period.

9.4.1.4. (Added) Alert Scheduling. Alert duty (immediate alert at an air defense alert facility) will not exceed seven (7) consecutive days. For air defense alert, the waiver authority for this scheduling limitation is HIRAOC ADC for HI ANG (199<sup>th</sup>) operations and ANR/DO for ANR operations. Aircrews coming off alert status may be scheduled for normal duty provided the crew rest achieved on alert status satisfies the requirements in para 9.7.

9.4.1.5. (Added) Air defense alert (Immediate) duty is a dynamic environment for which all possible contingencies/situations cannot be addressed. An alert crew, or alert site commander, may put the site on MSO status at any time due to crew rest considerations (actual/planned tasking, fatigue, or other factors).

Mission accomplishment with the preservation of lives and assets should be the overriding factors in all crew rest decisions.

9.6.3. (Added) **Maximum Fighter FDP.**

9.6.3.1. (Added) For local and transoceanic (re)deployment missions, basic FDP may be extended up to 2 hours by wing commanders. For tracking purposes, wing commanders or their designated representatives will notify HQ PACAF/DOT, DSN 449-1745, or email <mailto:pacaf.dot@hickam.af.mil> of any extensions they grant. Notification may occur after the fact.

9.6.3.2. (Added) Night operations, excluding civil twilight – 10 hours. Alert crews covered in paragraph 9.4. and ARC fighter pilots are exempt from this restriction.

9.6.4. (Added) **Rotary Wing FDP.**

9.6.4.1. (Added) Augmented crew FDP does not apply to HH-60 and UH-1 operations.

9.6.4.2. (Added) Waiver authority: Up to 2 hours - Wing Commander. Greater than 2 hours HQ PACAF/DO.

9.6.5. (Added) **E-3/C-Coded Aircraft FDP/CDT.**

9.6.5.1. (Added) FDP/CDT is IAW AFI 11-2MDS-SpecificV3 instructions.

9.6.5.2. (Added) For PACAF directed missions, waiver authority is: Up to 2 hours - Wing Commander. Greater than 2 hours – HQ PACAF/DO.

9.6.6. (Added) **(ANG ONLY)** ANG/DO delegates authority to the operations group commanders to extend the maximum flight duty periods (AFI 11-202, Vol 3, Table 9.1) if the mission priority justifies the increased risk. The pilot in command (PIC) is authorized to extend the maximum flight duty period up to 2 hours provided the mission priority justifies the risk and the PIC is unable to contact the operations group commander.

9.6.6.1. (Added) Commanders exercising waiver authority will maintain a 6-month record of waivers granted to include the name of the aircrew members and unit. Waivers will be sequentially numbered to permit a quick cross-check of the number of waivers granted.

9.7.6.3. In order to manage the cumulative effects of fatigue due to continuous operations and numerous time zone changes, PACAF C/E-coded aircraft commanders may modify normal ground time with the controlling agency IAW AFI 11-2MDS Specific Vol 3 guidance.

9.7.7. (Added) **(ANG ONLY)** Wing Commander's exercising operational control may waive the minimum crew rest for aircrews when mission requirements warrant. Each waiver must be individually considered and granted on a one-time basis. Operations Group Commanders may waive up to 50% of either Trans-Pacific Travel Scheduling Restriction for unique situations (i.e., ORIs, deployments, operational commitments, etc.). ANG WG/CC may waive crew rest for home station continuation training sorties to 10 hours provided the aircrew member receives at least 8 hours of uninterrupted rest. ANG OG/CC may waive crew rest requirements for non-flying duties, such as SOF.

9.7.7.1. (Added) Commanders exercising waiver authority will maintain a 6-month record of waivers granted to include the name of the aircrew members and unit. Waivers will be sequentially numbered to permit a quick cross-check of the number of waivers granted.

9.8.4. (Added) Fighter/Attack/Helicopter aircrew members will not fly:

9.8.4.1. (Added) Within 24 hours of traveling between CONUS and Alaska/Hawaii when crossing 4 or more time zones.

9.8.4.2. (Added) Within 24 hours of traveling between Alaska/Hawaii and 5 AF, 7 AF, 13 AF.

9.8.4.3. (Added) Within 48 hours of traveling between CONUS and 5 AF, 7 AF and 13 AF.

EXCEPTION: These restrictions DO NOT apply to AOS controlled movements.

9.9.6. Controlled cockpit rest is not authorized for augmented crews. Augmented crews will continue to obtain rest in provided sleeping areas while not in the seat. Commanders, schedulers, and crewmembers should consider augmenting a crew for continuous operations in order to combat the cumulative effects of fatigue. Controlled cockpit rest is authorized for a basic crew on a mission with a planned FDP in excess of 12 hours or 8 hours of flight time. Comply with the procedures in paras 9.9.6.1 – 9.9.6.8.

9.10. PACAF Form 227, DoD International Flight Plan Continuation Sheet.

**Attachment 1****GLOSSARY AND SUPPORTING INFORMATION*****References***

AFI 11-2MDS-SpecificV1, *Aircrew Training*

AFI 11-2MDS-SpecificV3, *Operations Procedures*

AFI 11-214, *Air Operations Rules and Procedures*

AFI 11-301V1, *Aircrew Life Support (ALS) Program*

AFI 11-301V2, *Maintenance And Configuration Requirements For Aircrew And Aircraft-Installed Life Support Equipment (LSE)*

AFI 11-401, *Aviation Management*

AFI 11-410, *Personnel Parachute Operations*

AFI 13-217, *Drop Zone and Landing Zone Operations*

AFI 31-101, *The Air Force Installation Security Program*

AFJI 31-201, *Physical Security*

FAR, *Federal Aviation Regulation*

***Abbreviations and Acronyms***

**ANR**—Alaska NORAD Region

**AOS**—Air Operations Squadron

**ACP**— Air Commanders Pointer

**DA**—Decision Altitude

**EAL**— Entry Authority List

**FMS**—Flight Management System

**FTIP**—Foreign Terminal Instrument Procedures

**GFE**—Government Furnished Equipment

**GSA**— Government Supply Agency

**IFE**— In-Flight Emergency

**LEP**— Laser Eye Protection

**LNAV**—Lateral Navigation

**MSO**—Mandatory Scramble Order

**NDB**— Non-Directional Beacon

**NGA**—National Geospatial-Intelligence Agency

**PDA**—Personal Digital Assistant

**PFPS**—Portable Flight Planning Software

**PRM**—Precision Radar Monitoring

**RF**—Radio Frequency

**SOIR**— Simultaneous Operations on Intersecting Runways

**VNAV**—Vertical Navigation

**WBC**—Weight Bearing Capacity

**Attachment 2 (Added)****REQUIRED UNIT CROSS-COUNTRY GUIDANCE**

**A2.1.** Units will publish, as a minimum, the following guidance (if applicable) in their local operations procedures publication (unless already incorporated in AFI 11-2MDS-Specific volumes):

A2.1.1. Aircrew requirements (g-suit, anti-exposure suits, orders, pubs, FCIF, etc.).

A2.1.2. Required aircraft equipment (JOAP kits, covers, pins, 781 forms, etc).

A2.1.3. Off-station JOAP analysis requirements.

A2.1.4. Out-base support requirements (Nav aids, fuel, oxygen, barriers, security, etc).

A2.1.4.1. Out-base pilot-assisted maintenance requirements (fuel servicing, JOAP samples, aircraft grounding, etc.)

A2.1.5. Expected Transient Alert (TA) actions (e.g. Preflight, thru-flight, post flight).

A2.1.6. Cross-country request/approval form, which will include as a minimum:

A2.1.6.1. Departure/return dates and times.

A2.1.6.2. Destination bases (differentiate between stop-over and RON locations).

A2.1.6.3. Expected training to be accomplished.

A2.1.6.4. Out-base support requirements limitations for each destination.

A2.1.6.5. Name, rank, qualification, experience level, total time, MDS time, and weather category of flight members.

A2.1.6.6. Anticipated training accomplishments.

A2.1.6.7. AAR track, tanker unit and call signs, alternate field if AAR is unsuccessful.

A2.1.6.8. Planned flight time and fuel reserves for each leg.

A2.1.6.9. Emergency action plan for destinations without cables (if applicable).

A2.1.6.10. Security arrangements at non-DoD airfields and fields without appropriate 'Priority' parking facilities.

A2.1.7. Operations centers duties, to include:

A2.1.7.1. Providing crews with the flight/mission call sign which will be used for the duration of the cross-country sortie.

A2.1.7.2. Call sign deconfliction with other off-station sorties.

A2.1.7.3. Maintaining flight progress boards to represent actual mission status.

A2.1.7.4. Advising maintenance operations center (MOC) of aircraft location and status.



**Attachment 3 (Added)****JEPPESEN AND NON-DOD/NACO APPROACHES****A3.1. Approval Process:**

A3.1.1. Units forward requests NLT 9 working days prior to the mission start date when requesting approach and departure reviews, 7 days for approach only or departure only reviews. Short-notice requests (< 7 working days) require proper justification and unit OG/CC involvement. In this case, unit OG/CC will notify HQ PACAF/DOT of TERPS review requirements.

A3.1.2. TERPS office will:

A3.1.2.1. Evaluate all Special Accredited, Accredited, and conduct obstacle evaluations for all Non-Accredited Host Nation approaches if the requests are submitted in accordance with above **(Requests received with less time than above may or may not be evaluated and will not receive a full obstacle evaluation)**.

A3.1.2.1.1. Special Accredited airports/nations host plate procedures are exempt from a TERPS review IAW AFI 11-202V3, paragraph 8.3.1.3. PACAF aircrew will review the approach plate legend of non-DoD/NIMA procedures for which the approach will be flown. This procedure review will be tabletop with the entire front-end crew, if applicable. A link to approach plate legends will be updated periodically and can be found on the PACAF/DOTV website.

A3.1.2.2. Highlight instances where the procedures don't comply with USAF/DoD standards and forward to PACAF/DOTV (if required).

A3.1.3. PACAF/DOTV will review/comment on TERPS review, perform a tabletop flyability check, and recommend any further restrictions to DO.

A3.1.4. Following DO review, 502 AOS/AOOT will e-mail host procedure plates and DO responses, with applicable restrictions, to HQ AMC TERPS for dissemination on the HQ AMC Global Decision Support System (GDSS). For copies of the Host Nation plates contact PACAF/AMOCC. JEPPESEN PLATES WILL NOT BE PROVIDED.

A3.1.4.1. Aircrews will be responsible for checking the ASRR at (<https://www.afd.scott.af.mil/>) to see if the necessary procedure review has been accomplished and approved for use.

A3.1.4.2. These approved procedures are not aircraft specific. Crews are responsible for conducting a thorough review of each approved approach (prior to flight) to determine that the procedure is compatible with the navigation equipment installed in your aircraft.

A3.1.5. Approval for 'VFR only operations' means DAY VFR only operations, unless Night VFR is specifically authorized.

A3.1.6. When approved to use Jeppesen approach plates, crews must have the Jeppesen approach plate legend on-board the aircraft for in-flight and mission planning use. Crews are prohibited from using Jeppesen approach plates that are outdated by the host nation equivalent approach plate.

A3.1.7. All restrictions listed in ASRR on the day of the mission apply, unless explicitly discussed and rescinded in the DO's response.

A3.1.8. All DO restrictions, based on ASRR restrictions, may be disregarded if the restrictions have been deleted from ASRR prior to the mission.

**A3.2. Unit Request Procedures:**

A3.2.1. The first step when requesting a non-DoD review is to check the ASRR website (<https://www.afd.scott.af.mil/>) to see if the procedure is already active. If the procedure is active, aircrews shall determine which MAJCOM/DO approved the review. Any PACAF aircrew can use an active procedure review as long as the PACAF/DO has previously approved the procedure (PACAF DO box checked on the ASRR).

A3.2.2. Aircrews shall request a review from 502d AOS/AOOT under the following situations: 1) the PACAF/DO's box is not checked, 2) the mission will extend past the fly dates on the review, or 3) there is no review for the required IAP.

A3.2.2.1. Limit requests to one approach (which supports the lowest minima) per runway. If requesting more than one approach, must include written justification and operational impact if only one is approved.

**A3.3. Requesting a Non-DoD TERPS Review from 502d AOS/AOOT:**

A3.3.1. Fill out the online form on the HQ PACAF/DOTV website (<https://dotv.cidss.af.mil> or <https://www.cidss.af.mil/aos/TERPS/html/terpsmain.html>). If problems occur with the review request via the internet, contact the 502d AOS/AOOT (DSN 315-448-2634) or after duty hours beeper (DSN 315-449-1759 ext. 1241).

A3.3.2. Include:

A3.3.2.1. Name of airport/country:

A3.3.2.2. ICAO Identifier:

A3.3.2.3. Name of procedure(s):

A3.3.2.4. Mission start and end dates:

A3.3.2.5. Time of arrival at destination:

A3.3.2.6. Aircraft type:

A3.3.2.7. Anticipated frequency of use:

A3.3.2.8. POC (name, off sym, phone & fax #, e-mail address)

**Attachment 4 (Added)****REDUCED SAME RUNWAY SEPARATION (RSRS) STANDARDS**

**A4.1.** The following Reduced Same Runway Separation (RSRS) standards (i.e. less than FAAO 7110.65 standard separation) apply to all PACAF assigned aircraft at PACAF bases where ATC is provided by USAF controllers. Non-PACAF aircraft may participate in RSRS if covered under letter of agreement (i.e. Joint Letter of Agreement on RSRS at PACAF bases).

**A4.2.** Conditions for application of RSRS standards.

A4.2.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks (i.e., distance markers, taxiways) for daytime and nighttime.

A4.2.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standards published in FAAO 7110.65.

A4.2.3. Revert to nighttime RSRS standards when the RCR is reported to be between 16 and 12 inclusive, or when RCR is not available and RCS is reported as wet, ice or snow.

A4.2.4. For fighter-type aircraft only--A low-approach following a full stop shall use the alternate side of the runway when passing the aircraft on landing roll. Aircraft will not over-fly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to aircraft involved.

A4.2.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

A4.2.6. Same fighter-type aircraft operations mean the same airframe, i.e. F-15 behind F-15, F-16 behind F-16, etc.

A4.2.7. Dissimilar fighter-type aircraft operations mean not the same airframe, i.e., F-15 behind F-16, F-16 behind A-10, etc.

A4.2.8. Non-heavy, non-fighter-type aircraft operations mean C-130, C-12, B-737, etc.

A4.2.9. RSRS between formation full stops (holding hands) are authorized provided all aircraft involved are the same type aircraft (e.g., all F-15s, all F-16s, etc.). Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

A4.2.9.1. Aircraft conducting a "chase maneuver" where one aircraft is a full stop and the other aircraft intends to go around are considered a flight and will be responsible for providing their own separation. RSRS rules apply between the full stop aircraft and any other aircraft or flight preceding or following the chase formation. The aircraft that is going around does not fall under the rule of a low approach following a full stop since they are initiating their own go around as part of the planned maneuver.

A4.2.10. Reduced same runway separation standards do not apply:

A4.2.10.1. To any situation involving an emergency aircraft.

A4.2.10.2. To civil aircraft.

A4.2.10.3. To air evacuation aircraft.

A4.2.10.4. To a touch-n-go behind full stop.

A4.2.10.5. To "heavy" aircraft (capable of takeoffs weights of more than 255,000 pounds).

A4.2.10.6. When RCR is reported less than 12.

**Exception:** Eielson AFB, AK may use the following RSRS when RCR is reported as less than 12 for same-type aircraft full stop operations only. Landing RWY 31 - 10,700' (north of taxiway "B"); Landing RWY 13 - 11,200' (south of taxiway "D"). At no time will the pilot operate the aircraft outside the operational limits of aircraft assigned at Eielson.

A4.2.10.7. Controllers control formations flights as a single aircraft and do not apply RSRS standards between aircraft within the same formation (FAAO 7110.65, 2-1-13). Separation between aircraft within the formation is the responsibility of the flight leader and pilots of the other aircraft in the flight (FAAO 7110.65, Pilot/Controller Glossary).

#### A4.3. Daytime RSRS Standards:

PAIRINGS	FS behind TG	FS behind LA	LA behind LA
Same Fighter-Type	3,000'	3,000'	3,000'
Dissimilar Fighter-Type	*	*	*
Same Non-Heavy, Non-Fighter-Type	*	*	*
Same-Type Aircraft Formations	*	*	*
Fighter-Type behind Non-Heavy, Non-Fighter Type	*	*	*
Non-Heavy, Non-Fighter Type behind Fighter-Type	*	*	*

PAIRINGS	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same Fighter-Type	3,000'	6,000'	3,000'	3,000'
Dissimilar Fighter-Type	6,000'	6,000'	*	*
Same Non-Heavy, Non-Fighter-Type	6,000'	*	*	*
Same-Type Aircraft Formations	6,000'	*	*	*
Fighter-Type behind Non-Heavy, Non-Fighter Type	9,000'	*	*	*
Non-Heavy, Non-Fighter Type behind Fighter-Type	9,000'	*	*	*

**NOTE:** \*Standard FAAO 7110.65 separation will be applied.

**A4.4.** Nighttime RSRS Standards (after civil twilight in areas where applicable):

PAIRINGS	FS behind TG	FS behind LA	LA behind LA
Fighter-Type	*	*	*
Same Non-Heavy, Non-Fighter-Type	*	*	*
Same-Type Aircraft Formations	*	*	*
Fighter-Type behind Non-Heavy, Non-Fighter Type	*	*	*
Non-Heavy, Non-Fighter Type behind Fighter-Type	*	*	*

PAIRINGS	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Fighter-Type	6,000'	9,000'	*	*
Same Non-Heavy, Non-Fighter-Type	6,000'	*	*	*
Same-Type Aircraft Formations	6,000'	*	*	*
Fighter-Type behind Non-Heavy, Non-Fighter Type	9,000'	*	*	*
Non-Heavy, Non-Fighter Type behind Fighter-Type	9,000'	*	*	*

**NOTE:** \*Standard FAAO 7110.65 separation will be applied.

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Director of Air and Space Operations